

1-33. (CANCELED)

34. (NEW) A six-gear or seven-gear dual-clutch transmission (1, 30) comprising:

two clutches (K1, K2), an input side of which are connected with a drive shaft (2) of a prime mover and an output side of which are connected with each of two input shafts (3, 4) disposed coaxially to each other;

first and second countershafts (5, 6) upon which are rotatably supported gear wheels designed as idler wheels (7, 8, 9, 10, 15, 16, 17, 34, 35, 36);

gear wheels non-rotatably situated upon said two input shafts (3, 4) and designed as fixed wheels (11, 12, 13, 14, 33, 37) which are in tooth contact with said idler wheels (7, 8, 9, 10, 15, 16, 17, 34, 35, 36);

coupling devices (22, 23, 24, 25, 31, 32) non-rotatably and axially movably supported upon said first and second countershafts (5, 6) and movable by means of setting devices, and fastened respectively on said first and second countershafts (5, 6) output gear wheels (18, 19) which are in tooth contact with an output toothing (20) on a differential transmission (21),

wherein a first and second fixed wheels (13, 14) are situated upon an input shaft (3) and at least one other fixed wheel (respectively 12 or 37) is situated upon the other input shaft (4) for respectively driving two idler wheels (8, 15 and 35, 36; 9, 16; 10, 17).

35. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein the first and second fixed wheels (13, 14) are fastened on said input shaft (3) designed as a hollow shaft while the at least one other fixed wheel (12) sits upon said second input shaft (4) designed as solid shaft.

36. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein said idler and fixed wheels of a highest gear (G6 or G7) and of a third highest gear (G4 or G5) can be driven by an input shaft other than that of said idler and fixed wheels of a second highest gear (G5 or G6) and of a fourth highest gear (G3 or G4).

37. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein idler wheel (16 or 36) of a highest gear (G6 or G7) and idler wheel (15 or 16) of a second highest gear (G5 or G6) are situated upon said second

countershaft (6) while idler gear (9 or 35) of a third highest gear (G4 or G5) and idler wheel (8 or 9) of a fourth highest gear (G3 or G4) are supported on said first countershaft (5).

38. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein an idler wheel (17) for a second gear (G2) and an idler wheel (10) for a reverse gear (RG) are situated upon first and second countershafts (5, 6) and can be driven by a common fixed wheel (14).

39. (NEW) The six-gear double-clutch transmission according to claim 34, wherein the gear wheels in the transmission, beginning from said two clutches (K1, K2) are disposed as follows: a reverse gear (RG) and a second gear (G2), a fourth gear (G4) and a sixth gear (G6), a third gear (G3) and a fifth gear (G5), the same as a first gear (G1).

40. (NEW) The six-gear double clutch transmission according to claim 34, wherein said gear wheels in the transmission, beginning from said two clutches (K1, K2), are disposed as follows: a reverse gear (RG) and a second gear (G2), a fourth gear (G4) and a sixth gear (G6), a fifth gear (G5) and a seventh gear (G7), the same as a first gear (G1).

41. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein first and second countershafts (5, 6) are disposed paraxially or forming an angle with said two input shafts (3, 4).

42. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein distances of both first and second countershafts (5, 6) from an inner input shaft (4) designed as a solid shaft and from the input shaft (3) designed as a hollow shaft are different and that said output gear wheels (18, 19) upon said first and second countershafts (5, 6) form with the output toothings (20) upon a differential transmission (21) reduction ratios of a different magnitude.

43. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein output gear wheels (18, 19) are situated on ends of said first and second countershafts (5, 6) pointing to said two clutches (K1, K2).

44. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein gear wheels of a third gear (G3) and of a fifth gear (G5) are different

in the six-gear dual-clutch transmission (1) from a seven-gear dual-clutch transmission (30) which is otherwise to a great extent similarly built.

45. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein one of linear gears or non-linear gears are driven by an outer input shaft (3) designed as a hollow shaft.

46. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein a fourth gear (G4) and a reverse gear (RG) with a common coupling device (23) can be non-rotatably connectable alternatively with said first countershaft (5), the same as a second gear (G2) and a sixth gear (G6) with another common coupling device (25) alternatively with said second countershaft (6).

47. (NEW) The six-gear dual-clutch transmission according to claim 34, wherein a first gear (G1) and a third gear (G3) with a common coupling device (22) are alternatively non-rotatably connected with said first countershaft (5) and a fifth gear (G5) with another coupling device (24) with said second countershaft (6).

48. (NEW) The seven-gear dual-clutch transmission according to claim 34, wherein a first gear (G1) and a fifth gear (G5) with a common coupling device (31) are non-rotatably connectable alternatively with said first countershaft (5), the same as a third gear (G3) and a seventh gear (G7) with another common coupling device (32) with said second countershaft (6).

49. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein the coupling devices (22, 23, 24, 25, 31, 32) are designed as positive fit dog clutches or as shifting sets.

50. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 49, wherein each one of said coupling devices (22, 23, 24, 25, 31, 32) comprise a sliding sleeve axially movable upon the respective first and second countershafts (5, 6) but non-rotatably connected therewith and synchronizer rings disposed to the right and left thereof.

51. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein idler gear wheels (7, 17, 10) of a first gear (G1), of a second gear (G2) and of a reverse gear (RG) are situated in an area of front sides of the transmission housing.

52. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein gear wheels (7, 17, 10) of a first gear (G1), of a second gear (G2) and a reverse gear (RG) are located in a central area of the transmission.

53. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein a first clutch (K1) situated closer in direction to the prime mover is provided as a starting clutch for a first gear (G1).

54. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein a second clutch (K2) farther removed from the prime mover is provided as a starting clutch for a reverse gear (RG).

55. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein the two clutches (K1, K2) are designed as powershift clutches, preferably as multi-disc clutches or as dry one-disc clutches.

56. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein said two clutches (K1, K2) are situated paraxially or coaxially with each other.

57. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein a separate starting element, preferably one hydrodynamic torque converter, is situated according to driving technique between said drive shaft (2) of the prime mover and the input side of said two clutches (K1, K2).

58. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 57, wherein output sides of said two clutches (K1, K2) of said two input shafts (3, 4) are non-rotatably interconnectable by means of a shifting device (38) for performing a starting operation.

59. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein a torsional vibration damper is situated between said two clutches (K1, K2) and the drive shaft (2) of the prime mover.

60. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein said first and second countershafts (5, 6) and at least one of said two input shafts (3, 4) are connected with a non-wear brake (retarder).

61. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein on both first and second countershafts (5, 6) and at least on one of

said two input shafts (3, 4) and at least one other gear wheel is situated for driving auxiliary units.

62. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 61, wherein with said first and second countershafts (5, 6) and at least one of said two input shafts (3, 4), at least one electric generator can be driven.

63. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein a generator can be driven from the input side of said two clutches (K1, K2).

64. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein said differential transmission (21) is designed as a power-divider differential transmission or as a length-divider differential transmission.

65. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 34, wherein the setting device for actuating said coupling devices can be actuated manually or with servo assistance.

66. (NEW) The six-gear or seven-gear dual-clutch transmission according to claim 65, wherein said setting devices actuatable with servo assistance have piston-cylinder systems actuatable by a hydraulic or pneumatic pressure medium.